

ESTABLISHED JUNE 19, 1871.

OMAHA, MONDAY MORNING, FEBRUARY 27, 1905.

SINGLE COPY THREE CENTS.

JAPS ON OFFENSIVE

General Kouropatkin Reports Movements Made by Them on His Front.

SEVERE FIGHT OCCURS AT ONE POINT

Little Brown Men Occupy Coveted Position at Its Close.

RUSSIAN LOSSES EVIDENTLY HEAVY

Japanese Engaged in Extensive Building Plan for the Navy.

WORK TO BE DONE IN OWN SHIPYARDS

Steamers Fast in Ice Being Watched by Japanese Naval Vessels and May Prove to Be Prizes.

ST. PETERSBURG, Feb. 26.—General Kouropatkin

has telegraphed to the emperor, under date of February 25, as follows: "At 5 o'clock this morning the enemy occupied Tinkhetchin. Exact reports of our yesterday's losses have not yet been received. There are twelve officers and about 300 men wounded in hospital at the present time. The losses are very large. The commander of the detachment reports acts of bravery by many detached bodies of troops."

General Kouropatkin instances many cases of close fighting and bayonet charges. "The morning's fighting was a battle of the trench type. The Japanese were in the direction of Papin pass, six miles southwest of San Lunyu, and this evening the enemy's outposts commenced to approach the passes occupied by us."

A section of no man's land in the direction of the Russian left flank. The advantage thus far is on the side of the Japanese, though at heavy cost. From advice from the front it is difficult to say how severe the losses have been or how decisive the reverse, and whether the Japanese are likely to attempt to drive in the Russian left flank further. General Kouropatkin evidently has been trying to establish his left flank in advance, to command the crossings of the Taitse river, the operation being a counterpart of General Gripenberg's movement on the right flank to secure the fords of the Hun river preparatory to the breaking up of the ice in the spring. The scene of the operations is fifty miles southeast of Mukden beyond Da pass, an important point commanding the road to Fushun. Both armies occupying apparently impregnable positions on the center. General Kouropatkin evidently planned to inaugurate widely sweeping operations on both flanks, but the Japanese countered hard.

Associated Press dispatches from the front indicate that the weather is fine and favorable for operations and that all is quiet on the Russian right wing.

According to a Vladivostok dispatch to the Associated Press the entrance to that harbor is open and the squadron, which is searching for the Japanese, is in the vicinity. The strength for co-operation with Vice Admiral Rojstevsky's squadron.

Japan Builds Own Ships. TOKIO, Feb. 26.—The statement cabled to the United States from London that Japan has ordered four battleships in England is incorrect. It is probable, under circumstances dictate otherwise, that Japan will in future construct all its vessels at home. It has equipped extensive yards, shops and gun and armor works, and there is a strong and growing sentiment in the navy and among the people generally in favor of home construction exclusively. The yards are already engaged in an extensive building program, which includes two large armored vessels.

The identity of the steamer which is caught in the ice north of Hakkoide is not determined, as it is impossible to approach it. The vessel is firmly held in an ice floe. It is expected that two vessels, while attempting to pass La Perouse strait, in the northern part of the sea, have also been caught and held by the ice. It is understood Japanese warships are watching the vessels and the seizure of all of them is expected when they are freed from the floes.

The German steamer Romulus, bound for Vladivostok with a cargo of Cardiff coal, was seized on the night of February 25. The Manchurian army headquarters report that two infantry attacks by the Russians in the neighborhood of Salton mountain Friday night were repulsed.

Threatens Main Defense. MUKDEN, Feb. 26.—Fighting continues in front and west of the pass. On the extreme east the Japanese have taken the outlying positions and they now threaten the main defense. Owing to their formidable attack the Japanese have been obliged to withdraw their main force from Port Arthur, commanded by General Nogi.

Forty wounded Russians arrived at Mukden today and 400 are expected tomorrow. Other indications point to an unusual struggle.

A blustering snowstorm all day is ending in a bitter wind, which may modify the threatened conflict. The region of the Japanese attack is in lightly wooded and high mountains, favorable to the Russian operations. The force of Japanese of unknown strength, joined with Chinese brigades west of Kungchalin, is still menacing the Russians in that region.

No Blockade at Vladivostok. VLADIVOSTOK, Feb. 26.—The report from Tokyo that Russian cruisers had left that harbor and were met by Japanese blockaders and obliged to retire, is incorrect. The cruisers occasionally go outside to maneuver, but thus far no blockaders have been seen and there are no evidences of a blockade. Life in the town is quiet and regular, though the streets are less thronged than usual owing to the noncommencement of the season.

SMELTER MEN GO OUT ON STRIKE. British Columbia Workers Want an Eight-Hour Day. VICTORIA, B. C., Feb. 26.—A general strike of the smelter employes of British Columbia has been declared as a result of the defeat of the eight hours bill for smelter employes in the British Columbia legislature. The men are striking for shorter hours. The owners state they are now working on a basis of 1 per cent profit and will tie up the mining industry rather than grant the demands.

Such placer discoveries are reported from Clearwater creek, on the Sitka, and are expected to result in a rush to the new diggings.

SOLDIERS ASSIST THE POLICE

Precaution Against Strike of Club

Wielders in City of Warsaw.

WARSAW, Feb. 26.—Every policeman on duty here today is accompanied by a soldier. The authorities, fearing a strike by the police, adopted this precaution so that in the event of an officer leaving his post it will not be unprotected. The measure is further intended to guard policemen against possible attacks by strikers.

The police demand \$1250 per month, a scale that is paid in St. Petersburg. The present pay here is \$4 per month. A private cabman and livery stable employes continue to strike. The strikers will return to work tomorrow, all demands having been granted. These include a nine-hour day instead of ten and 7 hours, and an increase of from 5 to 7.

It is announced that all the railways will be placed under martial law in order to prevent the extension of the strikes. The employes of the Warsaw-St. Petersburg railway have formulated demands for presentation to the management. These demands include a 10 per cent increase in wages, a 9-hour day and a 10 per cent increase in the cost of living. The railway is the only direct line still open, and passengers for Moscow and Odessa are compelled to travel by circuitous routes.

In a Novolitski street, at 9 o'clock tonight, an unidentified man fired a revolver at a patrol, killing two policemen and severely wounding a sergeant. The murderer escaped.

ST. PETERSBURG, Feb. 26.—All the Russian railways except the Central Asian have been placed under martial law.

1.35 a. m.—Evidence is increasing that the strikes throughout the empire and especially those in St. Petersburg, are not economic in their origin, but inspired by a definite political plan. The government has been placed in an embarrassing position by the tactics of the workmen, whose discontent is being fed and who are increasing demands with each new concession. This condition is believed to have been fomented by crafty political agitators who are stirring up the masses, who are waiting for a signal for concerted action. Fear is entertained that this widespread agitation may be connected with a plan to await a possible peasant outbreak in the spring, with which a general strike, as a synchroonous movement, working in unison with the peasants.

The election of a labor representative to the imperial commission which is to investigate the causes of discontent in St. Petersburg passed off quietly yesterday. The situation in Riga is again reported to be serious. The strike has not yet apparently been able to cope with the lawless element.

In the Caucasus the situation is extremely bad, practically amounting to civil war. In Baku the inhabitants, barricaded in their houses, are petitioning the central authorities at St. Petersburg for relief from the existing condition of affairs. The government is sending reinforcements of troops; but while these may be able to stop the reign of terror they will be impotent to start the wheels of industry, which are at a standstill. The railroads are utterly ruined if pumping is suspended much longer. Conditions in other towns in the Caucasus are equally desperate.

In Siberia as well as in other parts of the empire the government has granted concessions to the railway employes in some cases according to them a reduction of the hours of labor to nine a day. This renders the situation of private employes increasingly difficult, as they claim that it is impossible for them to concede so much.

The question of abolishing the zemsky zabor is apparently not settled. Some of the emperor's advisers are urging the idea that to summon the land Parliament at this time would be fatal to the autocracy, but as a preliminary step toward a representative assembly might be made, they invite representatives of the people to sit in the council of the empire, a purely consultative assembly with existing conservative elements as a balance wheel.

LONDON, Feb. 27.—A dispatch to a news agency from Odessa says: "It reports that the Russian army has killed and wounded in an anti-Jewish riot at Odessa."

The correspondent at St. Petersburg of the Times says that the government is making concessions to the railway men and being very lenient toward the strikers with a view to expediting the transportation of troops to the far east. The correspondent adds that the South Rifle brigade, which left Odessa two months ago, is still near Omsk; that the Fourth army corps, assembled a month ago, has not yet reached Siberia, and that the Third rifle brigade, mobilized last year, is only now leaving Kiev. The latest units ordered for service include some 25,000 men and forty-eight guns from Caucasus garrisons. These contingents reach General Kouropatkin before April.

COURSE ALMOST AS BAD AS STRIKE. Strict Interpretation of Rules Hampers Italian Roads. ROME, Feb. 26.—In order to escape the penalties of striking, the railway employes throughout Italy have engaged in a harassing system of literal and exaggerated obedience of rules and orders, which is having the effect of badly crippling traffic, provoking great indignation on the part of the public. The effect has been the cancellation of trains and the delay of others. The passenger traffic has been reduced in consequence about 90 per cent at a time when the tourist season is at its height and the railroads are suffering accordingly. The employes demand certain concessions from the railroads and the repeal of the law prescribing severe punishment for railway employes who engage in strikes.

GENERAL STOESEL AT MOSCOW. Commander Given a Great Reception at Old Capital. MOSCOW, Feb. 26.—General Stoessel, late commander of the Russian forces at Port Arthur, and his party arrived here at 9 o'clock this morning. General Stoessel was met in the imperial pavilion at the Nicholas station by the governor, ministers, numerous officers and civil officials. Colonel Dimanasky made an eulogistic address of welcome, declaring that "your splendid defense of Port Arthur amazed the world and created immortal glory for Russia."

Numerous bouquets were presented to Madame Stoessel. The general afterward held a reception. He will go to St. Petersburg on Wednesday.

MILLIONS GO UP IN SMOKE

Big Terminal Docks of Illinois Central at New Orleans Destroyed.

EFFORTS OF THE FIREMEN ARE FUTILE

Besides the Docks and Grain Elevators Immense Quantities of Cotton and Merchandise Are Consumed.

NEW ORLEANS, Feb. 26.—Fire involving millions of dollars loss in physical property and which strikes a serious, if temporary, blow at the immense export trade of New Orleans, swept the river front tonight and wiped out the vast freight terminals of the Illinois Central, known as the Stuyvesant docks. Nearly a dozen squares of modern wharves and freight sheds, the large grain elevators, hundreds of loaded cars and vast quantities of freight, including 20,000 bales of cotton, were destroyed, together with a large number of small residences. The fire was raging fiercely at midnight, at which time it had nearly reached the north end of the Illinois Central property. It has not been determined whether there has been any loss of life. The ocean shipping seems to have escaped serious damage. Two firemen and several dock employes were injured.

The loss may exceed \$5,000,000. The Stuyvesant docks extend from Louisiana avenue almost to Napoleon avenue, a distance of twelve squares. The wharves between these two points were covered with miles of track and steel and iron sheds ran the whole distance. The two grain elevators were the most modern construction, the upper one having a capacity of 1,500,000 bushels. Much cotton, several hundred thousand packages of sugar, great quantities of cottonseed oil and oil cake, and lumber and every conceivable variety of freight filled the warehouses. The docks were being used for the storage of goods for the Illinois Central. The docks and improvements have been under construction for ten years past, elaborate preparations and investments having been made after the constitutional convention of 1898 made it possible for the road to invest permanently at this point.

Fire Spreads Rapidly. The fire was discovered shortly after 7 o'clock. It was said to have resulted from a journal that had not been sufficiently extinguished. The whole plant was equipped with fire apparatus, but the blaze, small at the beginning, almost instantaneously got beyond control. The response of the fire department was prompt, but owing to the fact that the terminals were so close together, the fire spread rapidly, and the flames, in half an hour the fire covered two squares, the lower elevator was practically consumed and the fire was sweeping with irresistible fury both up and down the river.

As soon as it became known that the zone of the fire was the Stuyvesant docks harbor wharves hastened to the wharves and vessels that were moored there were pulled out into the river.

At the same time six engines were rushed to the wharves and hundreds of box cars loaded with freight were drawn to points above the upper end of the terminals before the fire reached them. Hundreds more, however, were hanging in the wind, blowing down the river as the blaze began and the fire spread with greater speed in that direction. By 9 o'clock the lower elevator and sheds and wharves from Amelia street to Louisiana avenue, a distance of four squares, had fallen in. Fortunately Louisiana avenue is a very broad thoroughfare and the further spread of the fire beyond that point into a residence section was checked. Between the points named, however, the flames swept the upper elevator, and consumed the poorer classes, the occupants in a great many instances losing all they possessed.

Jeffer Fire Fighters. The river boats, the employes of the road and the fire department concentrated all their energies in an effort to save the upper elevator, which is a very broad street. During the fire a heavy wind blew and the blaze was of indescribable fury, carrying brands to great distances, driving back the crowds of sightseers. Immense pieces of corrugated iron, torn from the sides of the upper elevator, were carried through the air as if they were feathers and dropping in every direction, constantly endangering the lives of firemen and spectators.

The weather was bright and warm and probably 50,000 people visited the scene during the progress of the fire.

Aside from the tremendous loss of property the fire is a calamity to New Orleans in the temporary abatement of the immense export business of the Illinois Central, particularly in the matter of grain shipments.

BLOODY RIOT AT A WEDDING

Two Men Are Killed and Six Others Shot and Stabbed During Melee.

GREENSBURG, Pa., Feb. 26.—Anna Onanef was the central figure in a bloody battle at the Strickler works of the Western Coal company in Mount Pleasant town, in which two men were killed and six others were stabbed, shot or slashed with knives. The dead: JOHN KOPHAS, Jr., 34 years old; leaves a wife.

MICHAEL LESHOW, 30 years old; leaves a wife and two children in the old country. Of the wounded, Tom Pollak may die. Anna Onanef's refusal to dance with George Lukens, an unbidden guest at a wedding celebration, started a riot.

INDIA HAS VALUABLE METAL

Discovery of Iron and Aluminum in Central Provinces May Revolutionize Industry.

CALCUTTA, Feb. 26.—(Special Cablegram to The Bee.)—The discovery of iron and aluminum in the central provinces are officially confirmed, and it seems likely that they will revolutionize industry. A rush has commenced to stake out aluminum claims, and a company with a capital of over \$5,000,000, backed by the wealthy Parsa Tea connection, is being formed to erect blast furnaces and coking plants.

RECOMMEND SEA LEVEL CANAL

Engineers Make Report of Results in Digging the Big Ditch.

WASHINGTON, Feb. 26.—The first definite engineering plans for the construction of the Panama canal have just been laid before the committee on commerce by the engineering committee of that body, consisting of Commissioners Kurr, Parsons and Davis. The principal recommendations are summed up in this resolution:

Resolved, That this committee approve and recommend to the committee on commerce a plan for a sea-level canal with a bottom width of 550 feet and a top width of 1000 feet, at a total estimated cost of \$225,000,000. Such estimate includes an allowance for contingencies amounting to \$28,450,000, but without allowance for interest during construction, expense of zone government and collateral costs, and water supply. The estimated cost of the Panama canal, which last items are to be repaid by the inhabitants of those cities.

The committee estimates that a sea-level canal can be completed within ten or twelve years from the present time. These recommendations are the conclusion of a report to the commission prepared under date of February 14 last and based on complete engineering reports on all of the problems involved.

The committee decided that under no circumstances should the surface of the canal be more than sixty feet above the sea, and estimates that at this level the cost would be \$178,033,494. A thirty-foot level is estimated to cost \$181,223,466.

It is recommended that the Chagres river be controlled by a dam at Gamboa, built to a crest height of 300 feet, and the waters of the lake thus created disposed of through tunnels. The work on the dam will require from one to one and a half years, and the committee reports it should begin at once. The dam at this place, it is stated, involves no formidable obstacles, which is not the case at the Bohio location.

Actual work on the new American steam shovel on the Culebra demonstrated that the entire excavation can be done at a cost of 50 cents a cubic yard. The former Isthmian Canal commission estimated this cost at 70 cents. This reduction amounts to \$10,000,000. The committee's justification of the recommendation of the sea level of the canal.

MANY MINERS ARE KILLED

Fifteen Bodies Already Taken from the West Virginia Mine.

BLUEFIELD, W. Va., Feb. 26.—As a result of an explosion in shaft No. 1 of the West Virginia Coal and Iron company at Wheel today, twenty-three miners are supposed to have lost their lives, and it is expected that the number will exceed that. Up to 5 p. m. fifteen dead bodies had been taken from the shaft. A large rescuing party is in the mine tonight. It is barely possible, but not likely, that some of the exploded miners will be rescued alive. The explosion was of terrific force and shattered window glass a mile distant.

Immediately after the shock great numbers of miners, who were off duty today, rushed to the shaft to find great clouds of smoke and dust gushing from its mouth. Mothers, children and other relatives soon were weeping and pleading for the rescue of those dear to them.

The officials of the mines, including General Manager Reis, were soon on the ground and the work of rescuing miners is now being directed by Mr. Reis.

The dead miners so far recovered are all Italians and Hungarians and have as yet not been identified.

The company usually work in this shaft about seventy-five miners, but today being Sunday, the men were not all in and the small loss of lives can be attributed only to this fact.

The United States Coal and Coke company, with principal offices in Pittsburgh, Pa., is a part of the United States Steel corporation. The cause of the explosion has as yet not been determined and since it is hardly probable any of those in the mine will be recovered alive the cause of the explosion may never be known.

DEPUTIES PAID THEMSELVES

Scandal May Grow Out of Distribution of Funds to Martinique Sufferers.

PARIS, Feb. 26.—(Special Cablegram to The Bee.)—Several of the Paris papers report to a serious scandal which is expected to result in the resignation of the minister of the colonies. M. Clement, one of the deputies for Martinique, asserts that the relief commission sent to Martinique to distribute the money voted by Parliament to the victims of the great eruption of Mt. Pelee spent \$2,000 on themselves, although they voyaged in a French warship and only doled out \$700 to the sufferers. M. Clement also states that the chief of the mission unaccountably pocketed a sum of \$2 per day for the whole time of his absence.

BIG RELIGIOUS AWAKENING

Six Thousand Five Hundred Converts in the City of Louisville.

LOUISVILLE, Ky., Feb. 26.—Meetings in twenty-four churches, theaters and halls today concluded the main effort of one of the most remarkable religious revivals seen in America during the past fifty years. During the two weeks just closed 6,500 persons confessed to Christianity. Eighteen visiting evangelists took part in the work, some of whom will remain for a month longer to follow up their work. Fifteen hundred persons were today added to the 5,800 already converted, this being the final "decision day."

PRESS WELCOMES THE DECISION

Only Criticism of Court is It Did Not Go Far Enough.

LONDON, Feb. 26.—The British press welcomes the report of the international commission of inquiry into the North sea affair with almost unqualified satisfaction. Some of the papers think the decision does not go far enough in the direction of condemnation of Vice Admiral Rojstevsky and the commander of the transport Kamchatka, but at the same time they hold that it is now possible for Russia to make ample amends. The Daily Telegraph's editorial article says: "It remains for the court to get on to the commission's finding. It is difficult to believe that he will demerit with indifference any admirals who nearly involved his monarch and country in an unnecessary war."

The Standard thinks the report leaves the question of the rights of shipping under a cloud of serious uncertainty and suggests that the whole subject should be carefully examined when the Hague conference reassembles after the war.

EXTENT OF INDIAN SCANDAL

Father Schell Explains Meaning of Bootlegging Convictions.

MUST BE FOLLOWED UP TO PRODUCE GOOD

Plain Spoken Words on the Methods Practiced to Fleece the Poor Indians of Their Land and Their Money.

The conviction of the Homer saloonkeepers for bootlegging conspiracy after a sensational trial in the United States court last week—the first conviction of the kind on record—is one of the results of the disclosures of corruption on the part of the saloonkeepers, however, is regarded by Father Schell as of small importance except as a link in the chain and of no lasting benefit unless pursued so that the whole system of Indian spoliation under official protection is rooted out. Summing up the situation, Father Schell explains existing conditions on the reservation in the following vigorous language:

Public Sentiment Only Remedy. The situation of the helpless Winnebago Indians is as disgraceful as it is revolting and in this condition is the outcome of the inefficiency, the indolence and the corruption of the officers. Public sentiment is the only remedy for such cases. During the past several years the government has misinterpreted the wrongs of the Indians; the public was lulled by futile efforts and the ruin of the Indians was the natural consequence. Hundreds of thousands of dollars were spent by the government in the vain effort to protect the Winnebago Indians from the ravages of whisky, to protect them and guide them to civilization, and the only result after twenty years in their total ruin, their total degradation and their total demoralization.

When I raised my voice in defense of these unhappy and helpless Indians, I found myself confronted with an army of scoundrels, consisting of speculators, bootleggers, saloon keepers, corrupt officials, and a large number of representatives of the church and the state. A chain of opposition reached from Omaha to Washington.

Had an Uplift Fight. "For a moment I was alone, forsaken and sold by my own, to oppose a body of bloodthirsty and lawdefying individuals, threatening me with ruin, disgrace and even violent death; but the Omaha Bee and the Sioux City Tribune gave me their unsolicited and disinterested help and support and the fairminded public, with other dailies and weeklies, followed their steps.

"In a supreme effort the powerful ring attempted to influence the president of the United States against my efforts to obtain justice for the Indians. It could be expected, they were made to understand that he was the president of all, that the Indians must be protected and that the Indian scandals must cease. A few months ago the federal grand jury indicted the Homer saloonkeepers and bootleggers. One of these cases has just been concluded in the United States district court and the defendants were found guilty.

Ring of Bootlegging Speculators. "From my study and observation regarding the most abused Winnebago Indians I dare proclaim that there is at Homer a powerful ring of bootleggers and speculators who are after the Indian lands and the Indian money. To succeed in this they must keep the Indians together and bring them into submission. They have hired saloon keepers and bootleggers who are operating under the protection of this ring and through the whisky the Indians became the slaves of the speculators. When I first came to Homer the ring leaders confessed to me that they wanted the Indian business, that they only can bring them, their money and their business to Homer by selling them whisky. It costs them a great deal of money to throw official protection around the saloons and the bootleggers and in order to come out even they must charge the Indians enormous prices for everything they sell to them.

"The justice of the peace and the marshal through the whisky the Indians became the slaves of the speculators. When I first came to Homer the ring leaders confessed to me that they wanted the Indian business, that they only can bring them, their money and their business to Homer by selling them whisky. It costs them a great deal of money to throw official protection around the saloons and the bootleggers and in order to come out even they must charge the Indians enormous prices for everything they sell to them.

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NEBRASKA WEATHER FORECAST

Fair Monday; Colder in Southeast Portion, Tuesday Fair.

Table with 3 columns: Hour, Temperature, and another column. Rows show temperatures for various hours from 5 a.m. to 12 p.m.

BRIDGE AT FREMONT GOES OUT

Four Spans of Structure Across the Platte River Swept Away.

FREMONT, Feb. 26.—(Special Telegram.)—The three north spans of the Platte river bridge south of this city were carried out this forenoon and a little after noon the next one followed. There is but little ice in the river, except on the sand bars, and the current, aided by a northwest wind, is very swift. This morning a small ice gorge formed west of the city, sending a big stream of water through the southwest part of the city. It broke before much damage was done. The streets in the north part of Englewood are under water and late this afternoon the water was rising there fast. The county has erected a dam across the Platte at the bridge across the south channel, but as communication with that side is cut off the condition of the bridge is not known. The trains on both railroads are running as usual and there is no probability of further trouble unless the wind should shift and an ice gorge form.

CRETE, Neb., Feb. 26.—(Special Telegram.)—The expected occurred this afternoon when the ice in the Blue above the upper dam went out, carrying with it the bridge over the dam. A high gorge has formed below the dam, and when this goes out it is feared there may be trouble at the lower dam. The great chunks of ice two feet thick, a piled in heaps for fifty yards below the dam.

The Northwestern railroad bridge west of Fremont is still intact, but in danger. At Schuyler four spans of the Burlington railroad bridge over the Platte were torn out and the Burlington bridge at Columbus is in a shaky condition. Trouble is feared on the Platte as far east as Ashland, where the ice began to break up this evening.